

No. 5,753,865 ("Lechtman") and U.S. Patent No. 5,501,101 ("Purcell"). This rejection is respectfully traversed.

**Claims 23-32 and 36**

As discussed during the interview, Matsushita does not disclose a "plurality of air ducts" as recited in independent claims 23, 30 and 36. Therefore, at least claims 23-32 and 36 should be allowed.

In Matsushita, as illustrated in Figure 1, there is no "plurality of air ducts" because the air supply duct (3) and the air return duct (6) are essentially the same duct.

As claimed, a "plurality of air ducts" refers to multiple air ducts. For example, as shown in Figures 1, 2 and 3 of the application, there are multiple air duct inlets (72), each including an outlet (84), that are positioned at the air outlet of the test section (34) and arranged along the sides and across the top of the test section air outlet.

Furthermore, Matsushita does not suggest providing a plurality of ducts. None of the other applied references overcomes the deficiencies of Matsushita.

Because the applied combination of references does not teach or suggest at least the claimed "plurality of air ducts," claims 23, 30 and 36 would not have been obvious. Dependent claims 24-29, 31 and 32 are allowable for at least the same reasons, as well as for the respective additional features recited therein.

Withdrawal of the rejection is respectfully requested.

**Claims 1-22, 33-35 and 37-41**

Matsushita and Lechtman, whether considered alone or in combination, do not teach or suggest "a vehicle support" with an "inclined support surface" (claims 1 and 33), "a plurality of ramps positioned to support the wheels of a vehicle being tested on respective inclined surfaces" (claim 12), "an inclined vehicle support" (claim 14), "vehicle support means for supporting the vehicle or wheels of the vehicle at an angle" (claim 37), or an act of "supporting a vehicle or vehicle wheels in a wind tunnel at an angle of incline" (claim 39).

In Lechtman, the weight measuring sensors are located on the horizontal platforms. No measurement takes place on the angled surfaces leading to the horizontal platforms.

If it is assumed for the sake of argument that Lechtman could be combined with Matsushita, the resulting combination would teach that measurement takes place when the wheels are positioned on horizontal surfaces.

In each of the independent claims indicated above, however, the surfaces with which the wheels are in contact during testing are inclined or angled. See, e.g., Figures. 2 and 4, which show the vehicle 10 at inclination  $\theta$ . None of the other applied references overcomes the deficiencies of Lechtman.

The applied combination of references does not disclose or teach all of the features of independent claims 1, 12, 14, 33, 37 and 39. Dependent claims 2-11, 13, 15-22, 34, 35, 38, 40 and 41 should be allowed for at least the same reasons as these independent claims, as well as for the respective additional features recited therein.

To the extent that the Office action additionally rejects claims 2 and 5, which depend from independent claim 1, claims 2 and 5 are allowable for at least the same reasons as claim 1. Further, the applied combination of references does not teach or suggest the unique combinations of features respectfully recited in claims 2 and 5.

Withdrawal of the rejection is respectfully requested.

**Objection to Claim 2 Under 37 C.F.R. 1.75(c)**

The Office action objects to claim 2 under 37 C.F.R. 1.75(c) as being of improper dependent form for failing to further limit the subject matter of a previous claim. The Office action alleges that claim 2 is improper because the adjustability of the inclined support is not shown in any of the drawings.

Applicants respectfully disagree. The specification describes an implementation of an adjustable inclined support as follows:

Such plates or supports may be, for example, pivoted to the floor of the housing 30 with the angle  $\theta$  being adjusted as desired to alter the angle of the inclined support. The ramps may be manually adjusted or selected to establish the desired angle  $\theta$ . Support plates may, for example, be held in place by stops before the vehicle is placed on the ramps. Alternatively, automatic adjustment mechanisms to establish the angle  $\theta$ , such as hydraulic cylinders. The vehicle is biased by the inclined support (e.g., by the floor ramps or other inclined support) to roll in a front to rear direction. Fig. 4 shows an example where the vehicle is level and the vehicle tires are positioned on floor supported ramps that are inclined

forwardly and upwardly at an angle  $\theta$  from horizontal. The ramps may be adjustable to adjust the angle  $\theta$ .

Specification at page 7.

As indicated, one implementation of an adjustable inclined support is shown in Figure 4. Figure 4 shows the angle of the inclined support after the angle has been adjusted to an angle  $\theta$ . Together with the corresponding written description indicated above, the symbol  $\theta$  in Figure 4 indicates the variability of the angle for adjusting the inclined support.

Accordingly, because the subject matter of claim 5 is described in the specification and shown in the drawings, the objection should be withdrawn.

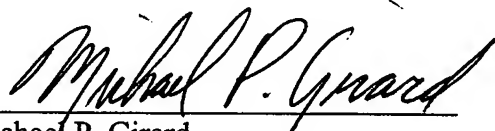
### **Conclusion**

Based on the foregoing, Applicants respectfully submit that the claims are drawn to allowable subject matter and that the application is in condition for allowance. Should the Examiner believe that anything further is necessary to place this application in better condition for allowance, the Examiner is requested to contact Applicants' representative by telephone.

Respectfully submitted,

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